

**VERSION 6 DISPLAYING STAFF RECOMMENDED AMENDMENTS**

**RESOLUTION 30766**

A RESOLUTION identifying proposed Comprehensive Plan amendments to be considered for possible adoption in 2005 and 2006.

WHEREAS, the City of Seattle adopted a Comprehensive Plan through Ordinance 117221 in 1994; and

WHEREAS, the City of Seattle last amended the Comprehensive Plan through Ordinance 121701 in December, 2004; and

WHEREAS, the City Council adopted procedures in Resolution 30261, as amended by Resolution 30412, for amending the Comprehensive Plan, consistent with the requirements for amendment prescribed by the Growth Management Act, RCW 36.70A; and

WHEREAS, the City Council adopted Resolution 30730 and Resolution 30662 directing that certain Comprehensive Plan amendments be considered in the 2005 Comprehensive Plan Amendment process; and

WHEREAS, proposed amendments were submitted by individuals, citizen organizations and by the City for consideration during 2005; and

WHEREAS, the Mayor reviewed proposed amendments and made recommendations in a report to the City Council dated March 31, 2005 as to which proposals to further consider and review during 2005; and

WHEREAS, Resolution 30238 establishes a process and criteria for amending neighborhood plans, and encourages citizens who propose an amendment to a neighborhood plan to undertake public outreach with the affected community and demonstrate community support; and

WHEREAS, the Council's Urban Development and Planning Committee held a public hearing on April 19, 2005, to take public testimony on the amendments proposed for consideration; and

WHEREAS, the City Council's decision to consider a proposed amendment does not constitute a decision or recommendation that the proposed amendment should be adopted nor does it preclude later Council action to add or delete an amendment for consideration;

NOW THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE THAT:**

## Section 1. Guidelines for Amendment Selection

The City Council considers a variety of factors in determining whether a proposed Comprehensive Plan amendment will be placed on the amendment docket for a given year. Among those factors are the following:

A. The amendment is appropriate for the Comprehensive Plan:

1. The amendment is consistent with the role of the Comprehensive Plan under the State Growth Management Act;
2. The amendment is consistent with the Countywide Planning Policies;
3. The intent of the amendment cannot be accomplished by a change in regulations only;
4. The amendment is not better addressed as a budgetary or programmatic decision; or
5. The amendment is not better addressed through another process, such as neighborhood planning.

B. The amendment is legal - the amendment meets existing state and local laws.

C. It is practical to consider the amendment:

1. The timing of the amendment is appropriate and Council will have sufficient information necessary to make an informed decision.
2. Within the time available City staff will be able to develop the text for the amendments to the Comprehensive Plan and, if necessary, Municipal Code, and conduct sufficient analysis.
3. The proposed amendment is consistent with the overall vision of the Comprehensive Plan and well-established Comprehensive Plan policy, or the Mayor or Council is interested in significantly changing existing policy.
4. The amendment has not been recently rejected by the City Council.

D. There has been a neighborhood review process to develop any proposed change to a neighborhood plan, or a neighborhood review process can be conducted prior to final Council consideration of the amendment.

## Section 2. **Amendments to be considered in 2005**

The following proposals will be considered as possible amendments to the Seattle Comprehensive Plan in 2005:

A. Amendments to policies to permit a broader array of uses and less restrictive development standards than the current industrial zoning designation permits, on property immediately north of the Magnolia Bridge (what the Port of Seattle's proposal refers to as "North Bay"), while still maintaining compatibility with industrial activity. City Council consideration of this proposed amendment is subject to the following conditions:

1. By August 1, 2005, the City's Office of Economic Development and Department of Planning and Development (DPD) must complete an independent Citywide industrial lands analysis that considers the City's overall objectives for maintaining and attracting industrial jobs and the City's role within the regional context. If the City has not completed such an analysis by August 1<sup>st</sup>, the Council will postpone consideration of the proposed amendment until at least 2006, and not before completion of the industrial lands analysis.

2. DPD shall review the alternative of redesignating portions of the Ballard Interbay Northend Manufacturing/Industrial Center from Manufacturing/Industrial Center (BINMIC) to a mixed-use commercial area.

3. Prior to final consideration of the proposed amendment the Port of Seattle shall:

- a. Provide a thorough analysis of future demand for and viability of the area of the proposed overlay (North Bay) land for industrial uses,
- b. Describe how the amendment is consistent or inconsistent with City and County-wide policies for Manufacturing/Industrial Centers, and

c. Document the public review conducted by the Port, and public comments on the proposal.

4. The final proposed amendment shall be consistent with current Comprehensive Plan policies, such as those in the BINMIC Neighborhood Plan, or shall propose modification to those policies to maintain consistency.

5. Demonstration by the Port of Seattle and/or DPD of community review and support of the proposal. (Submitted by the Port of Seattle.)

B. Policy amendments associated with potential commercial code revisions including but not limited to the following:

1. Amend Land Use Element to be consistent with Council direction on revisions.

2. Add language to policy LU50 regarding consideration of local conditions in setting parking requirements. (See Attachment 1.)

3. Add language to policy LU115 regarding neighborhood review of locations where street-level residential uses would be permitted. (See Attachment 2 - Submitted by Executive staff, and forwarded by Resolution 30730.)

C. Amendments resulting from the review of potential changes to the Downtown Code.

D. Amendments to shoreline policies arising from the Central Waterfront Plan approved by the Seattle City Council. (Forwarded by Resolution 30662.)

E. Add to the Wallingford Neighborhood Plan new goals and policies developed by the neighborhood for South Wallingford. (See Attachment 3 - Submitted by the South Wallingford Neighborhood Planning Group, and forwarded by Resolution 30730.)

1 F. Redesignate on the Future Land Use Map an area west of the Rainier Beach Residential Urban  
2 Village from “single-family” to “multifamily.” Because this amendment would require an amendment  
3 to the adopted Rainier Beach Neighborhood Plan Goals and Policies, consideration of the proposed  
4 amendment is contingent upon the applicant, and/or DPD, undertaking public outreach with the affected  
5 community and demonstrating community support. (Submitted by PMCIT, LLC.)  
6

7 G. An amendment to move the north boundary of the Northgate Urban Center to N and NE  
8 125th Street, the east boundary to 15<sup>th</sup> Avenue NE, and the west boundary to Meridian Avenue N.  
9 Consideration of this amendment is contingent upon public outreach with the affected community,  
10 community support, and consistency with the adopted Northgate Goals and Policies. Forwarded by  
11 Resolution 30730.)  
12

13 H. An amendment to consider land use regulatory changes in the area of Northgate Way to  
14 encourage greater development of housing and mixed-use commercial development in the Northgate  
15 Urban Center core. Consideration of this amendment is contingent upon public outreach with the  
16 affected community, community support, and consistency with the adopted Northgate Goals and  
17 Policies. (Forwarded by Resolution 30730.)  
18

19 I. An amendment to designate the area along Dravus Street, west of 15th Avenue W, as a Hub  
20 Urban Village and change its Future Land Use Map designation for some land in this area from  
21 “Commercial” to “Mixed-Use Commercial,” subject to the following conditions:  
22

23 1. DPD shall evaluate and report on alternatives for accomplishing the objectives of  
24 the proposed amendment, in addition to the proposed amendment, including:

- 25 a. A station area overlay;  
26 b. A residential urban village designation;  
27

- c. The potential for revised zoning designations without an urban village designation; and

2. DPD and/or the applicant shall undertake public outreach with the affected community and demonstrate community support for any amendment to neighborhood plans required for consistency with the proposed amendment.

(Submitted by Interbay Neighborhood Association.)

J. An amendment to incorporate the urban village designation “objective criteria” from Resolution 29232 into the Comprehensive Plan.

K. Other minor amendments:

1. In the Transportation Element, clarify the Transportation Strategic Plan’s relationship to the Comprehensive Plan and add information about street types and street classifications.

(See Attachments 4 and 5.)

2. Add language to policy E7 in the Environment Element that addresses litter, graffiti, junk cars, trash, and refuse. (See Attachment 6 - Forwarded by Resolution 30730.)

3. Non-substantive, housekeeping amendments recommended by City staff.

**Section 3. Amendments to be considered through the South Downtown planning effort**

The following proposed amendments should be considered through the South Downtown planning effort being carried out by the Department of Planning and Development, and evaluated in light of the City-wide industrial lands analysis required in connection with the proposed North Bay overlay. (See paragraph A.1., above.) As appropriate, future amendments to the Comprehensive Plan regarding these proposals may be recommended through the South Downtown planning effort.

1 L. Re-designate the Washington Oregon Shippers Cooperative Association (WOSCA) and Frye  
2 properties from "Industrial" to "Downtown" and move Downtown Urban Center boundary to  
3 incorporate these properties and other portions of the Duwamish Manufacturing/Industrial Center.  
4 (Submitted by Gregory Broderick Smith Real Estate.)

5 M. Amend the Future Land Use Map to allow zoning changes from an Industrial Commercial  
6 (IC) designation to Neighborhood Commercial/Residential (NC/R) and Neighborhood Commercial (NC)  
7 designations in the International District Urban Center Village including redesignation of the Goodwill  
8 site on Dearborn from "Industrial" to "Mixed Use Commercial." (Submitted by Goodwill Industries and  
9 modified consistent with Resolution 30662.)  
10

11 **Section 4. Amendment to be considered in 2006 or later**

12 The following proposed amendment should be considered in the 2006, or later, Comprehensive  
13 Plan amendment cycle:  
14

15 N. Add maps to the Urban Village Element showing the North Highline and West Hill areas  
16 south of current Seattle city limits as Potential Annexation Areas. (Submitted by Executive staff and  
17 forwarded by Resolution 30662.)  
18

19 Adopted by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2005, and signed by me in open  
20 session in authentication of its adoption this \_\_\_\_ day of \_\_\_\_\_, 2005.

21  
22 \_\_\_\_\_  
23 President \_\_\_\_\_ of the City Council

24 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2005.

25  
26 \_\_\_\_\_  
27 City Clerk

(Seal)

**ATTACHMENTS:**

- Attachment 1: Proposed amendment to clarify the conditions in each center or village that should be taken into account when parking requirements are set
- Attachment 2: Proposed amendment to require review with affected neighborhoods when considering permitting street-level residential uses in commercial zones
- Attachment 3: Proposed South Wallingford Neighborhood Plan Goals and Policies
- Attachment 4: Proposed amendment to the Transportation Element Discussion to better explain its relationship with the Transportation Strategic Plan
- Attachment 5: Proposed amendment describing street types and street classifications
- Attachment 6: Proposed amendment to add litter, graffiti, junk cars, trash, and refuse to the impacts to be controlled in Policy E7 of the Environment Element



**Attachment 1**

Proposed amendment to clarify the conditions in each center or village that should be  
taken into account when parking requirements are set  
(Added text is underlined)

Amend Policy LU50 as follows:

LU50 In urban centers and urban villages, consider removing minimum parking  
requirements and setting parking maximums in recognition of the increased pedestrian,  
bicycle and transit accessibility these areas already provide or have planned. Parking  
requirements for urban centers and villages should account for local conditions and  
planning objectives.

**Attachment 2**

Proposed amendment to require review with affected neighborhoods when considering  
permitting street-level residential uses in commercial zones  
(Added text is underlined)

LU115 Conserve commercially zoned land for commercial uses by limiting street-  
level residential uses in areas intended to function as concentrated commercial areas or  
nodes. Consider allowing street-level residential uses outside of those areas, after review  
with the affected neighborhood, in order to reinforce the commercial nodes and  
accommodate fluctuating market conditions. When street-level residential uses are  
permitted, seek to provide privacy for ground floor tenants and visual interest along the  
street-front.

### **Attachment 3**

#### **Proposed South Wallingford Neighborhood Plan Goals and Policies (New policies)**

- W-G7** A pedestrian-oriented, human scale neighborhood south of N/NE 40<sup>th</sup> Street with strong connections to the Wallingford Urban Village and to public spaces along an active marine industrial shoreline.
- W-P30** Maintain the shoreline's marine industrial zoning in order to preserve the water dependent use and the working waterfront character of the Wallingford shoreline.
- W-P31** Provide opportunities for small, pedestrian-oriented businesses in South Wallingford.
- W-P32** Pursue opportunities to provide public access between the residential community and the shoreline area.
- W-P33** Strive to preserve existing views of Lake Union and Downtown Seattle from public locations in South Wallingford.
- W-P34** Control impacts of regional traffic on South Wallingford's residential, neighborhood-commercial and recreational areas.
- W-P35** Work to enhance bicycle and pedestrian access between the upland portion of the neighborhood and the Burke-Gilman Trail and shoreline.

#### Attachment 4

Proposed amendment to the Transportation Element Discussion to better explain its relationship with the Transportation Strategic Plan  
(Added text is underlined)

#### A. Building Urban Villages: Land Use and Transportation

**Discussion:** The development pattern described in the Urban Village Element of this Plan will shape the city's transportation facilities. In particular, transportation facility design will reflect the intended pedestrian nature of the urban centers and villages and the desire to connect these places with transit service. Because Seattle is a fully built city with a mature street system, the City uses a full range of non-single occupant vehicle transportation facilities to support the desired redevelopment pattern within Urban Villages. These facilities can help create the mixed-use, walkable, transit and bike-friendly centers that this Plan envisions. However, the City recognizes that auto and service access to property will remain important for accommodating growth in centers and villages.

Outside of urban centers and villages, the City will also look for appropriate transportation designs that align transportation facilities and services with adjacent land uses.

This Element contains references to the Transportation Strategic Plan (TSP), which is the functional plan developed to implement these policies. The TSP must be consistent with the direction of this Comprehensive Plan, and with the Puget Sound Regional Council's (PSRC) Destination 2030 Plan.

#### The TSP:

- Establishes the Seattle Department of Transportation (SDOT) near-and long-term work program.
- Defines the strategies, projects and programs to accomplish Comprehensive Plan goals and policies for transportation.
- Provides a central resource for planning tools and transportation-related data to use in developing future projects and programs.
- Outlines SDOT's financial plan, and describes the projects, programs and services that will be implemented through SDOT's budget over the next 20 years.
- Defines the process for determining funding priorities and leveraging project investments to meet multiple goals for SDOT and the community.
- Defines SDOT's performance goals.

The Comprehensive Plan will guide updates to the TSP.

## Attachment 5

### Proposed amendment describing street types and street classifications (Added text is underlined)

Add the following paragraph to the discussion in Section B of the Transportation Element, to clarify the intent of the policies about street types and street classifications.

#### B. Make the Best Use of the Streets We Have to Move People and Goods

**Discussion:** The City has a limited amount of street space, and is unlikely to expand this space significantly. To make the best use of existing rights-of-way for moving people and goods, the City must allocate street space carefully among competing uses to further the City's growth management and transportation goals.

As guided below by this Plan, the Transportation Strategic Plan (TSP) will include detailed maps and descriptions of Seattle's street classifications. Street classifications define how a street should function to support movement of people, goods and services versus access to property. Street classifications provide the basis for determining how individual streets should be used and operated. The TSP also designates street types to further define streets by relating them to the adjacent land uses and their function for pedestrians, bicyclists, transit and freight. Street types enhance the citywide street classifications with more site-specific design guidance that balances the functional classification, adjacent land uses, and competing travel needs.

**Attachment 6**

Proposed amendment to add Litter, graffiti, junk cars, trash, and refuse to the impacts to  
be controlled in Policy E7 of the Environment Element  
(Deleted text is ~~stricken~~/new text is underlined)

Amend policy E7 in the Environment Element as follows:

E7 Control the impacts of noise, odor ~~and~~ light, litter, graffiti, junk cars, trash, and  
refuse in order to protect human health and the livability of the urban environment.